12 PAGES -LAST EDITION

MONDAY APRIL 1 1907 SALT LAKE CITY UTAH

FIFTY-SIXTH YEAR

The man who ought to have been your

employer years ago is still looking for you—watching the want ads.

ROOSEVELT ON THE RAILROADS

Strongly Opposed to Government Ownership But in Favor of Exercising Regulatory Right.

PRESENT LAWS DEFECTIVE.

Would Have Commission Have Same Power Bank Examiners Exercise Over Nat'l Banks.

CONTROL OF BIG CORPORATIONS

Combination of Capital, Like That of Labor, is a Necessary Element of Our Industrial System.

Nashington, April 1.-President posevelt has decided not to accept the Avitation of the Illinois Manufacturers' association to deliver a speech at Springfield, Ill., on the railroad situa-He addressed a letter yesterday to C. H. Smith, president of the association, stating that it would be, impossible for him to accept their invitation, extended last week, because he fid not feel that he had anything to say at this time in a special address on this special subject.

RECEIVES MANY REQUESTS.

The president has received a great number of requests for a statement by him, or a speech to be made by him in connection with the rallway situation. He has given these requests the utmost weight and most careful consideration. After fully looking into the matter the president informed his advisers that he had come to the conclusion that there was nothing now juther he had to say at this moment on the rallway situation; that he did not deem it either wise or proper to say anything with a view to any immediate situation in Wall street and that as he could only give expression to the definite and settled policy to be carried out wholly without regard to the exigencies of the moment and as his views on the policy in question were already a matter of record, it did not seem necessary at this time to repeat them.

ACTS SPEAK FOR THEMSELVES.

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To the different men, friendly and unfriendly, who have visited him or written to him, he has answered verbally and needed no explanations whatever and that he would not in his future course deviate one hair's breadth from the course he has pursued in the past and was now pursuing.

The statement was made from an authoritative source today that even a most cursory examination of what the president has repeatedly said in speeches and in messages will show the utter nonsense of supposing the government has the slightest intention to take any action which would ino take any action which would in-alidate the safety and stability of the railway securities now issued, the whole legislative program of the president having been proclaimed and again is one to insure the future against the mistakes and delinquencies of the past. The president holds that every executive action taken under his administration, whether by the de-partment of justice or by the interstate commerce commission, has furnished its own ample justification.

NO REFERENCE TO VALUATION. It was pointed out today in administrative circles that the president has made no reference in his speeches or messages to the question of the physical valuation of railroads. This position, it was said, is that the roads themselves will work out this problem as an item of bookkeeping and reference was made to the fact that was ence was made to the fact that two roads, the Northern Pacific and the Great Northern, already have submit-ted figures as to their physical valua-

It can be stated on authority that at its next session, for power to deal with the question of over-capitaliza-tion of railroads. A similar request was made at the last session but favorable action was not taken up-

In his letter to Mr. Smith, the presint enclosed copies of the "speech" made at Raleigh, N. C., Oct. 19, 05, and the one he delivered before a delegation of railway employes in this city on Nov. 14, 1965, together with his last message to Congress at the beginning of the first and second sessions of the last Congress. The president concludes his letter to Mr. Smith as follows:

"You will see in the two speeches "You will see in the two speeches and the two messages that I have said about all that I would say if I spoke now. As I said to your body the other day, I have already expressed again and again my carefully thought out beliefs. I am more firmly than ever convinced that these beliefs are wise and that the policy I recommended in my message at the opening of each of the last regular sessions of Congress must be caried out. Just at the moment I do not see that I have much to add to what I have already said and I think the two messages in question merely illustrates in striking fushion the de-sirability of the course I therein out-

These portions of his speeches and messages which the president marked are as follows:

These portions of his specches fire assessed in the assessed of their own accorder as sollows:

MARKED PARAGRAPHS.

"In his address at Railegh the president said:

"In his message to Congress at the beginning of their own according to the first session of the first session of the provided similar to that now conducted into the national banks by the properties and business, and particular is should most attenuously of this country conditionals. But I belle not ownership of anything which can with a particular of the four the visit of the well of the community and the undescribed training of the government not to correctly and this led band flow the railroad, for it is vital to the well of the community would hurt the whole business community would hurt the whole business community would hurt the whole business community. But such a system, is fertile in abuses of every find, and puts a premium upon unscribed with a supervisory and regulatory right over because of the covering and the undescribed by the first in the well of fairness as shown that it is not possible to leave the railroads uncontrolled, but he a system, is fertile in abuses of every find, and puts a premium upon unscribed and management, for there are some analyzed and management in the results of a policy which shall never to accommend to the less able and less fortunate, saw of shippers and some railroad management; for there are some of the east and efficient people who act deemly and the results of a policy which comes for the east able and less fortunates are not at many whiling to the advantage of all industrications and ruthless cunning in raiload management; for there were such a law of the first propertity in the provided stingle that they should be not so much to be provided stingle that they should be not so much to be provided stingle that they should be not so much to be provided stingle that they should be not so much to be provided stingle that they should be not so much to provide still the service of a policy which shall not be p dent said:
"I do not believe in government
ownership of anything which can with
propriety be left in private hands, and
in particular I should most strenuously propriety be left in private hands, and in particular I should most strenuously object to government ownership of railroads. But I believe with equal firmness that it is out of the question for the government not to exercise a supervisory and regulatory right over the railroad; for it is vital to the well-being of the public that they should be managed in a spirit of fairness and justice toward the public. Actual experience has shown that it is not possible to leave the railroads uncontrolled. Such a system, or rather such a lack of system, is fertile in abuses of every kind, and puts a premium upon unscrupulous and raithless cunning in railroad management; for there are some big shippers and some railroad managers who are always willing to take unfair advantage of their weaker competitors and they thereby force other big shippers and big railroad men who would like to do decently, into similar

acts of wrong and injustice, under penalty of being left behind in the vactor success. Government supervision is needed quite as much in the interest of the big shipper and of the railroa manager who wants to do right as in the interest of the small shipper and the consumer.

PRESENT LAWS DEFECTIVE.

PRESENT-LAWS DEFECTIVE.

"Experience shows that the present laws ar defective and need amendment. The effort to probibit all restraint of competition whether reasonable or unreasonable is unwise. What we need is to have some administrative body with ample power to forbid combination that is hurtful to the public and to prevent favorlism to one individual at the expense of another. In other words, we want an administrative body with anyle power to secure fair and just treatment as among all shippers who use the rallroads—and all shippers have a right to use them.

"In my judgment the most important thing to do is to give to this administrative body power to make its findings effective, and this can be done only by giving it power, when complaint is made of a given rate as being unjust or unreasonable, if it finds the complaint proper then itself to-fix a maximum rate which it regards as just and reasonable, this rate to go into effect practically at once, that is within a reasonable time, and to stay in effect unless reversed by the courts. I carnestly hope that we shall see a law giving this power passed by Congress.

POWERS COMMISSION NEEDS.

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"If there is in the minds of the commission any suspicion that a certain mission any suspicion that a certain railroad is in any shape or way giving rebates, or behaving improperly. I wish the commission to have power as a matter of fight, not as a metter of favor, to make a full and exhaustive investigation of the rates and expenditures of the railroads, so that any evasion of the law may be detected. This is not a revolutionary proposal on my part, for I only wish the same pawer given in reference to railroads that is now exercised as a matter of course by the national banks. My object in giving these additional powers to the administrative body representing the government—the interstate commerce commission, or whatever it may be—is primarily to secure a real and not a sham control to the government representatives. The American people abhor a sham and with this abhorrence I cordially sympathize. Nothing is more injurious from every standpoint than a law which is merely sound and fury, merely pretense, and not capable of working out tangible results. I hope to see all the power that I think it ought to have granted to the government; but I would far rather see only some of it granted, but really granted—than see a pretense of granting all in some shope, that really amounts to nothing. "If there is in the minds of the com-TO BE EXERCISED WITH WISDOM.

"It must be understood, as a matter of course, that if this power is granted, it is to be exercised with wisdom and caution and self-restriction. The interstate commerce commissioner or other government official who fails to protect a railroad that was in the right against any clamor, no matter how violent, on the part of the public would be gullty of as gross a wrong as if he corruptly rendered an improper service to the railroad at the expense of the public. Further when I say a square deal, I mean a square deal; exactly as much a square deal for the rich man as for the poor man; but no more. Let each on his merits, receive what is dur him, and he judged according to his deserts."

ADDRESS OF NOV. 14, 1905.

In his address to railroad employes in this city, Nov. 14, 1905, the president said:
"There has been comparatively little "There has been comparatively little complaint to me of the railroads being as a whole too high. The most serious complaints that have been made to me have been of improper discrimination in railroad rates. For instance, in two recent cases affecting great corporations the complaints that have been made to me have been that they are too low as regards certain big shippers; the complaint in both cases is about the the complaint in both cases is about the differential, the difference of treatment of two sets of users of the railways, the difference in favor of one set of ship-pers as against another set of shippers. "If you will look at my Raleigh speech and my other recent utterances you will see my principles clearly set forth. I have said again and again that I would not tolerate for one moment any injustice to a railroad any more than I would tolerate any injus-tice by a railroad. I have said again and again that I would remove a public official who improperly yielded to any public clamor against a railroad, no matter how popular that clamor might be, just as quickly as I would remove a public official who rendered an improper service to the railroad at the expense of the public. But I am convinced that there must be an am convinced that there must be an increased regularity and supervisory power exercised by the government over the railways. Indeed, I would like it exercised to a much greater extent than I have any idea of pressing at this moment. For instance, I would greatly like to have it exercised in the matter of over-contalization. I would greatly like to have it exercised in the matter of over-capitalization. It am convinced that the 'wages fund' would be larger if there was no fictitious capital upon which dividends had to be pald. I need hardly say that this does not mean hostility to wealth. If you gentlemen here, in whom I believe so strongly, were all a unit in demanding that some proper action should be taken against certain men of wealth then no matter whether I did or did not like those same men of wealth, I would defend them against whom, no matter defend them against whom, no matter how much I cared for and in so doing I would really be acting in your in-terest. I would be false to your inter-est if I failed to do justice to the capitalist so much as to the wage worker. But I shall act against the abuses of wealth just as against all other abuses.

RATE LEGISLATION. "All I want in any rate legislation is to give the government an enficient supervisory power which shall be exercised as scrupulously and prevent their doing injustice to the public. Our endeavor is to see that those big railroad men and big shippers who are not responsible to the demands of justice are required to do what their fellows who are responsible to the demands of justice and of justice would be glad to do of their own accord."

MESSAGE OF DEC. 1, 1905.

moved by envy of his more fortunate brother to strike at the conditions under which they have both, though unequalty prospered the result will assuredly be while damage may come to the one strack at, it will visit with an even heavier load the one who strikes the blow. Taken as a whofe, we must all go up or go down together.

LARGE FORTUNES.

LARGE FORTUNES.

"Yet, while not merely admitting, but insisting upon this, it is also true that where there is no governmental restraint or supervision some of the exceptional men use their energies not in ways that are for the common good, but in ways which tell against this common good. The fortunes amassed through corporate organization are now so large and vest such power in those that wield them as to make it a matter of necessity to give to the sovereign—that is to the government, which represents the people as a whole—some effective power of supervision over their corporate use. In order to ensure a healthy social and industrial life, every big corporation should be held responsible by, and be accountable to, some sovereign schong chough to control its conduct. I am in no sense hostile to corporations. This is an age of combinations and any effort to prevent all combination will not be only useless but in the end victous, because of the contempt for law which the failure to enforce iaw hevitably produces. We should moscover, recognize in cordial and anaple fashion the immense good effect by corporate agencies in a country such as ours, and the wealth of intellect, energy and fidelity devoted to effect by corporate agencies in a country such as ours, and the wealth of intellect, energy and fidelity devoted to their services, and therefore normally to the service of the public by their officers and directors. The corporation has come to stay, just as the trade union has come to stay, fust as the trade union has come to stay. Each can do and has done great good. Each should be favored so long as it does good. But each should be sharply checked where it acts against law and justice.

Experience has shown conclusively that it is uscless to try to get any adequate regulation and supervision of these great corporations by state action. Such regulation and supervision

these great corporations by state action. Such regulation and supervision can only be effectively exercised by a sovereign whose jurisdiction is co-extensive with the field of work of the corporation—that is, by the national government. I believe this regulation and supervision can be obtained by the enactment of law by the Congress. Our steady aim should be by legislation, cautiously and carefully undertaken, but resolutely persevered in, to assert the sovereignty of the national government by affirmative action. * * It has been a misfortune that the national laws on this subject have hitherto been of negative or prohibitive rather than an affirmative kind, and still more that they have in part sought to prohibit what could not be effectively prohibited, and have in part in their prohibitions confounded what should be allowed and what should not be allowed. lowed and what should not be allowed.

RESTRAINT OF COMPETITION.

RESTRAINT OF COMPETITION.

"It is generally useless to try to prohibit all restraint in competition, whether this restraint be reasonable or unreasonable; and where it is not useless it is generally hurtful.

What is needed is not sweeping prohibition of every arrangement, good or bad, which may tend to restrict competition, but such adequate supervision and regulation as will prevent any restriction of competition from being to the detriment of the public as well as such supervision and regulation as will prevent other abuses in no way connected with restriction, of competition. Of these abuses perhaps the chief, although by no means the enly one, is over-capitalization—generally itself the result of dishonest promotion—because of the myriad evils it brings in its train; for such overcapitalization often means an inflation that invites business panic; it always conceals the true relations of the profit carned to the capital actually invested, and it creates a burden of interest payments which is a fertile cause of improper reduction in or limitation of wages; it damages the small investor, discourages thrift and encourages gambling and speculation: while perhaps worst of all is the trickiness and dishonesty which it implies—for harm to morals is worse than any possible harm to material interiness and dishonesty which it implies
—for harm to morals is worse than
any possible harm to material interests, and the debauchery of politics
and business by great dishonest corporations is far worse than any actual, material evil they do the public.
Urtil the national government obtains,
in some manner which the wisdom of
the Congress may suggreet, proper conthe Congress may suggest, proper con-trol over the big corporations engaged in inter-state commerce—that is, over the great majority of the big corpora-tions—it will be impossible to deal adequately with these evils.

adequately with these evils. This power to regulate rates, like all similar powers over the business world, should be exercised with moderation, caution and self-restraint; but it should exist, so that it can be effectively exercised when the need arises. I do not believe in arises. I do not believe the government undertaking any wor which can with propriety be left i private hands. But neither do I be lieve in the government flinching from overseeing any work when it becomes evident that abuses are sure to obtain therein unless there is governmental supervision.

BEST REGULATION OF RATES.

'The best possible regulation of would, of course, be that regular cured by an honest agreement he the railroads themselves to care the law. Such a general agraywould, for instance, at once put a to the efforts of any one big shipper of big railroad to discriminate against or secure advantages over some rival; and such agreement would make the railroads themselves agents for enforcing the law. The power vested in the government to put a stop to agreements to the detriment of the public should, in my judgment, be accompanied with power to permit under specified conditions and careful supervision, agreements clearly in the interest of the publis. But, in my judgment, the necessity for giving the commission or administrative body the powers I have enumerated above; and it may well be inadvisable to attempt to vest this particular power in the commission or other administrative body until it already possesses and is exercising what I recard as by far the most important other administrative body until it already possesses and is exercising what I regard as by far the most important of all the powers I recommend—as indeed the vitality important power—that to fix a given manximum rate, which rate, after the lapse of a reasonable time, goes into full effect, subject to review by the courts. . . A system of examination of railroad accounts should be provided similar to that now conducted into the national banks by the MRS. IDA THATCHER LANGTON.

Well Known and Highly Respected Logan Woman Whose Funeral Look

Logan, April 1.- The tabernacle was

Logan, April 1.—The tabornacle was filled to overflowing yesterday aftermoon with relatives and friends of Mrs Ida Thatcher Langton, who met to pay a last tribute of respect to a good and true woman. It was one of the largest funerals seen in Logan in a long time, and the tear-stained faces and half suppressed sobs testified of the high esteem in which Mrs. Langton was held. It was in Logan that she first saw the light of day, and here her entire life was spent, except for a few brief visits to other places. From infancy her attributes were such that she became endeared to all who had the pleasure of her acquaintance and she was beloved not only by her relatives, but by hundreds of friends in her home county and in Salt Lake City.

The services were conducted by

of friends in her home county and in Salt Lake City.

The services were conducted by Bishop Bi G. Thatcher of the Logan First ward, and present upon the stand were Elders George Albert Smith and Orson F. Whitney, of the coucil of the apostles, Elder C. H. Hart, President Isaac Smith and counselors, Bishop William B. Preston and others. The tabernacle choir furnished music for the occasion. The first speaker was Elder A. G. Barber, who

thanked all for the many acts of kindness towards the bereaved family and the sympathy se manifest on every hand.

Elder James A. Langton, principal of the Ricks academy, Rexburg, Idaho, who was a brother-in-law to the deceased, was the next speaker. Mrs. Langton had expressed a desire that he should speak at her funeral, and in tender and eloquent words he told of the blameless life of the departed one. The theme of Elder George Albert Smith was the resurrection, and Elder Orson F. Whitney followed along the same lines. The remarks of the latter were replete with poetic sentiments appropriate to the occasion. He spoke feelingly of his acquaintance with Mrs. Langton and recounted two visits that he had made to her bedside during her last illness.

A long line of carriages followed the A long line of carriages followed the

A long line of carriages followed the remains to the cemetery, where interment took place. Notwithstanding the erfeebeld condition of his health, Hon. Moses Thatcher dedicated the grave of his daughter. The death of Mrs. Langton was deeply felt throughout the community, and the sympathy of all goes out to the bersaved family, especially to her father, who, as stated, is far from being a well man.

children. We wish to ensure as fair treatment for the sinall town as for the big city; for the small shipper as for the big shipper.

"It is because in my judgment, public ownership of railroads is highly undestrable and would probably in this country entail far-reaching disaster that I wish to see such supervision and regulation of them in the interest of the public as it will make evident that there is no need for public ownership. The opponents of government regulation dwell upon the difficulties to be encountered and the intricate and involved nature of the problem. Their contention is true. It is a complicated and delicate problem, and all kinds of difficulties are sure to arise in connection with any plan of solution, which plan will bring all benefits hoped for plan will bring all benefits hoped for by its more optimistic adherents. But while I fully admit the difficulties in the way I do not for a moment admit that these difficulties warrant us in that these difficulties warrant us in stopping in our effort to secure a wise and just system. At present we face such utter lack of supervision, such freedom from the restraints of laws, that excellent men have often been literally forced into doing what they deplored because otherwise they were left at the mercy of unscrupulous competitors. To assail the men who have done as they best could under such circumstances, accomplishes little. What we need to do is to develop an orderly system; and such a system can only come through the gradually increased exercise of the right of efficient government control will."

MESSAGE OF DEC, 2, 4906.

MESSAGE OF DEC. 2, 1906. In his message to Congress at the be-

In his message to Congress at the beginning of the second session of the Fifty-ninth Congress, Dec. 2, 1906, the president said:

"The interstate commerce law has rather amusingly falsified the predictions, both of those who asserted that it would ruin the railroads and of those who asserted that it did not go the congress of the co

the would ruin the railroads and of those who asserted that it did not go beenough and would accomplish being. During the last five months infilroads have shown increased nings and some of them unusual lends; while during the same pethods are taking effect of the law nas-produced an unprecedented, and hitherto unheard of number of voluntary reductions in freight rates and fares; by the railroads. It must not be supposed, however, that with the passage of these laws it will be possible to stop of progress along of increasing the power of the national government over the use of capital and interstate commerce. For example, there will ultimately be need of enlarging the powers of the interstates commerce commission along several different lines so as to give larger control over the railroads. It cannot too often be repeated that experience has conclusively shown the impossibility of securing by the actions of nearly half a hundred different state legislatures anything but ineffective chaos in the way of dealing with the great corporations which do not operate exclusively within the limits of any one state. In some method, whether by national license law or in other fashion, we must exercise and not operate exclusively within the limits of any one state. In some method, whether by national license law or in other fashion, we must exercise and at an early date, a far more complete control, than at present over these great corporations—a control that will among other things prevent the evils of excessive overcapitalization, and that will compet the disclosure by each big corporation of its stockholders and of its properties and business, whether owned directly or through substidiary or affiliated corporations. This will tend to put a stop to the securing of inordinate profits by favored individuals at the expense, whether of the general public or the stockholders, of the wage workers. Our effort should be not so much to prevent consolidation as such, but so to supervise and control it as to see that it results in mb harm to the people.

WORKING ON COHERENT PLAN.

railroads and the like; the reactionaries because of such issue they think the people would stand with them, while the extremists care rather to preach discontent and artiation than to achieve solid results. As a matter of fact, our position is us remote from that of a Bourbon reactionary as from that of a practicable or shister visionary. We hold that the government should not conduct the business of the nation, but that it should exercise such supervision as will insure its being conducted in the interest of the nation. Our aim is, so far as may be, to secure for all decent, hard workingmen, equality of opportunity and equality of burden.

PROHIBITING COMBINATIONS.

"The actual working of our laws has hown that the effort to prohibit all com-ination, good or bad, is noxious where Is not ineffective. Combination of capination, good or bad, is nowlous where is not ineffective. Combination of capal, like combination of labor, is a necesary element of our present industrial yetem. It is not possible completely to reven; it, and if it were possible, such omplete prevention would do damage to be body politic. What we need is not ainly to try to prevent all combination, ut to scoure such rigorous and adequate outrol and supervision of the combinations as to prevent their injuring the pubc, or existing in such form as inevitably otheraten injury—for the mere fact that combination has secured pratically complete control of a necessity of life ould under any circumstances show that uch combination was to be presumed to elete control of a necessity of life would under any circumstances show that unch combination was to be presumed to be averse to the public interest. It is unfortunate that our present laws should orbid all combinations, instead of sharply liscriminating between these combinations which do good and the combinations which do evil. Rebates, for instance, are as often due to the pressure of big hippers (as was shown in the case of he Standard Oil company and which has seen shown since by the investigation of he tobacco and sugar trusts), as to the nitiative of the big railroads. Often railroads would like to combine for the purpose of preventing a big shipper from maintaining improper advantages at the expense of small shippers and of the general public. Such a combination instead of being forbidden by law, should be permitted to railroads to make agreements routded these agreements were sanctioned by the interstate commission and were published. With these continues to reventing a third the interstate commission and were published. With these continues

A STORM AT SEA.

tria Lost Their Lives.

ter in a storm at sea, in which four men lost their lives and the Italian steam ship Industria fared badly, is related by two members of the crew who have arrived at Plymouth. The vessel was bound from London to Buenos Ayres when overtaken by a terrific gale. The pumps became choked, the masts loos-ened and the decks torn and twisted, Boats were launched. One of them was dashed against the stramshir's side dashed against the steamship's side, rendering four of the boat's occupants unconscious. The men went oveboard

HAVANA LOOKING FOR TAFT.

Havana, April 1 .- Secy. of War Taft's arrival here is awaited with keen anxfery by politicians and government officials. Many questions of moment have been held for his consideration and de-clsion that will mean much to Cuba.

Financial and political interests gen-erally demand definite information re-garding the policy of the United States.

The uncertainty creates uneasiness, both politically and financially through-out the country. out the country. English interests, particularly the

government proposes to do.

The Liberal politicians have a large

number of propositions for running the country which they are eager to submit to Mr. Taft. His attitude toward them is looked forward to with inter-

MANSFIELD NOT SO WELL. New York, April 1,-Richard Mans field the actor, who has been seriously ill for several days, was not so well to-day. He passed a restless night and was much weaker this morning. A consultation of physicians will be held left today.

THAW'S COUNSEL VERY CONFIDENT

Feel Perfectly Sure That the Lunacy Commission Will Find Their Client Sane.

THE DEFENSE WILL REST.

Report Probably Will be Made Thursday-By Agreement, the Summing Up Will Last Two Days.

New York, April 1 .- An important development in the court proceedings against Harry K. Thaw is the announcement today by counsel for the prisoner that the Thaw side rests, so far as further testimony by their side is concerned before the lunacy commission. The defense believes that this will help to bring this particular hearing to a close by Tuesday night that the trial, delayed for more than a week by the movement to determine Thaw's sanity at the present time can be immediately resumed. The derense assumes, of course, that the commission will find that Thaw is now sane. In fact they are supremely confident of such an outcome pasing their opinion on the spiendid showing Thaw is said

to have made when questioned by the commissioners. Dist, atty, become does not share the opinion of the defense that the commission will conclude its hearing on Tuesday. He said the decense was assuming too much and expressed the assuming too much and expressed the benef that several days would elapse before the commission reported, air. Jerome believes that the commission will hear his alienists, and he hopes, besides, that the testimony of Dr. Aliam McLane Hamilton will be admitted. There is no doubt that the hearing will be prolonged if the states alienists are allowed to testify as fully as ing will be protonged if the states alterists are allowed to testify as fully as Mr. Jerome wishes them to do, but the defense's lawyers believe that they will only be permitted to tell what they think of Thaw's present condition and facts of the distant past, on which most of their conclusions are based, will be eliminated.

Denied O'Reilly, who since the com-

will be eliminated.

Daniel O'Reilly, who since the commission was appointed, has taken an active part in the defense with Clifford W. Hartridge, made the announcement that Thaw will stand on his testimony before the commission and that counsel will call no witnesses. He said:

"The defense will offer no witnesses. We will not call any allenists, although we know that Mr. Jarome has the promise of the commissioners to hear what his experts have to say, on the writings of Thaw, on the evidence as adduced at the trial, and on the observations they have made during the trial."

trial." Mr. O'Reilly expressed the opinion that Dr. Hamilton would not be allowed to testify and he added that he hoped the whole matter would be end-

hoped the whole matter would be charted Tuesday night.

"I do not see why it should not be," concluded Mr. O'Reilly. "There will be a brief session of Justice Fitzgeralds court today, but the jury will again be dismissed, probably until Wednesday, to await the report of the lunacy commission."

It is probable that the Thaw iunacy commission will report Thursday morning. The case was adjourned last week until this morning and when the jury was called before the court today Jus-tice Fitzgerald adjourned the trial again until Thursday morning.
The lunacy commission will meet tomorrow and it is expected that they
will be ready to report Thursday.

will be ready to report Thursday.

In case the commission finds that Thaw is today insane within the meaning of the law, the trial will be stopped, but if they find that he is capable of going on, the trial will be resumed at once. It is doubtful if the defense will call any other witnesses.

As soon as the defense rests, the summing up will begin, and under the agreement made between the attorneys, will last for two days.

The members of the Thaw jury have petitioned Justice Fitzgerald to allow them \$5 a day for jury services instead of the customary allowance of \$2 a day. The action is based upon an instance in which the court made a similar increase in the jury's allowance after the case had been extended to an unusual

had been extended to an unusual

When Mrs. Everyn Thaw made and alily visit to her husband in the Tombs today she was met by a process server, who handed her a subpoena directing her to appear before the lunacy commission tomorrow. Mrs. Thaw apparently had not anticipated this move and appeared very much disturbed when the nature of the paper was made become to be.

known to her.
"Do they expect me to testify against
my husband" she asked. y husband 2" she asked. She was told that her presence was merely a matter of routine, but this did not seem to assure her. Dist. Atty. Jerome declined to make known his purpose in calling Mrs. Thaw before the commission.

A FIT OF SNEEZING.

Violent Attack of it Causes Mrs. Joseph Jack to Go Blind.

New York, April L.—Mrs. Joseph Jack, wife of a resident of Trenton, N. J., is blind, with little prospect of ever regaining her sight, the result of a violent attack of sneezing which she suffered a few evenings ago. Mrs. Jack was so exhausted by the violence of her sneezes and the prolonged period of attack that she fainted insmediately after obtaining relief. When she awoke in the morning she was unable to see. Specialists who are treating Mrs. Jack believe that the violence of her sneezing caused a hemorrhage of the blood vessels in the eyes.

JUDGE WOOD SETS TRIAL OF HAYWOOD FOR MAY 9.

Boise, Idaho, April 1.—At the conven-ing of Judge Wood's court here this morning the trial of William D. Hay-wood, secretary and treasurer of the Western Federation of Miners, who a Wood, Secretary and treasurer of the Western Federation of Miners, who as under indictment jointly with Charles H. Moyer, president of the federation, and George A. Pettibone, former member of the executive committee, for the murder of former Gov. Frank Steunenberg, was set for trial May 9.

The case of the Western Federation officials came to Judge Wood's court from Caldwelr where, on last Monday Judge Wood overruled the motion of the defense for a change of venue to Washington county and gave the defense their option for trial in Canyon county, or at Boise (Ada county). The defense chose Boise and accordingly the cases were transferred to the regular April term of the district court. It was agreed that the defendants are to be tried separately, the case against Haywood being first called.

PRESIDENT MIXES I CHICAGO FIGHT

He Says to People of That City That He Most Heartily Desires Mr. Busse's Election.

PARTY LEADERS DELIGHTED.

Campaign Managers on Both Sides Predict Election of Their Candidates

Contest Waxes Hot-No New Epithets Invented But Old Ones Are in Constant Use Night and Day.

Chicago, April 1 .-- The Tribune today

President Roosevelt today broke his reserve upon the Chicago mayoralty fight and authorized the Tribune to say to the people of Chicago that he hearti-

ly desires the election of Mr. Busse. The president's position is clearly and emphatically set forth in the following dispatch from the Tribune's Washington correspondent:

"Washington, March 31,-I can wish Chicago no better fortune than to have Mr. Busse as mayor, because he has shown by what he has done as postmaster that he would make one of the best and most efficient executives any city could possibly have."

The Tribune is authorized to state that President Roosevelt included the above sentence in a letter he wrote to a friend in Chicago.

The Tribune is further authorized to say that the president has taken the despest interest in Mr. Busse's candidacy. He has followed the career of the Republican candidate for mayor with close attention, and was highly gratified at the record he made as postmaster of Chicago. ter of Chicago.

PARTY LEADERS.

Chicago, April 1.—The Republican leaders in the municipal campaign ending today express themselves as delighted with the letter printed in the Tribune today in which the statement is made "by authority" that President Roosevelt is in favor of the election of Frederick A. Busse, the Republican candidate for mayor. Democratic leaders assert that the letter, coming as it does, from a newspaper which is strongly in favor, of the election of Busse is discredited in advance and that even though it had come from the president himself, it is too late to stop the progress of the vote which has set in strongly for Dunne, Chairman O'Donnell, the Democratic campaign manager, said today that the election of Dunne is absolutely certain and that nothing now can prevent it. Chicago, April 1.-The Republican

of Dunne is absolutely certain and that nothing now can prevent it.

The campaign today took on a more lively aspect than ever. Band wagons were trotting throughout the city advertising political meetings scheduled for all sections of the city. No new epithets were applied, for the reason that the supply had been exhausted, but the old ones were as usual buried back old ones were, as usual, huried back and forth. Chicago has never known a political campaign in which invective

prominent parts.

Campaign managers on both sides continue predicting the election of their mayoralty candidates by at least 30,000 to 75,000. The papers supporting Dunne has taken no straw vote.

and vituperation have played such

Mayor Dunne spent the greater part, of today in an automobile going to various meetings. He made many speeches and was at all places received enthusiastically. Mr. Busse, who has been confined to his apartments during the campaign because of injuries received recently in an accident on the ceived recently in an accident on the Pennsylvania railroad, left his room to-day for the first time and received the prominent men of his party in his

A SEVERE EARTHQUAKE AT BITLIS, TURKISH ARMENIA.

Constantinople, April 1 .- The report that a severe earthquake accom-canted by loss of life has occurred at Bittis, Turkish Armenia, appears to be confirmed but the number of deaths is

According to advices received in New York from W. W. Peet, treasurer of the American mission at Constan-tinople, the Americans and their peo-

tinople, the Americans and their people in the missions at Bitlis have been rendered homeless, the snow in the vicinity being 25 feet deep.

Assistance was urgently requested.

According to the records available, the Rev. Royal M. Cole, Lizzie Cole, Dr. H. L. Underwood, Charlotte Elyand Mary A. C. Ely of the eastern Turkey mission, are at Bitlis, and Miss Nellie A. Cole, who had not been appointed a missionary, was working in co-operation with the missionaries of the American board.

The station at Bitlis was established The station at Bitlis was established

in 1852.

Beyond a brief message from the missionaries at Bittle veporting that the town is badly damaged, that they are homeless, and that the people are encamped in the snow which in places is 25 feet deep, no news of the disaster has reached this city.

London, April 1.—The situation of Bitlis which is built on a rocky slope with houses constructed of stone, having flat, earthen roofs, causes fear that a great amount of damage has been done. It is described as a picturesque, densely populated town, having but few Europeans among the population. A British vice consul is stationed there, but at present he is absent on leave. Instructions have been sent to the local authorities to afford relief

NO GAMBLING IN MONTANA

Griffin Law in Force Today and Games Of Chance Strictly Tabooed.

Of Chance Strictly Tabooed.

Helens, Mont, April 1.—The Griffin antigambing law became effective today, and as a result all games of chance are strictly tobooed. It is the first time since the discovery of gold in 1881 that nowhere i the state can a public game of fare, related the latter were removed from cigal the latter were removed from cigal stands and other establishments yesterday and hereafter the transfer of its and merchandise will be strictly a macrial proposition.

Postive instructions have been issues the attorney-general's office to all peace officials will be removed if the probabilion games are permitted to continue, there is no reason to doubt that the purpose of the law will not obtain.